

Details Show Disaster One of Greatest in History

First Stories by Survivors Describe Terrible Hardship

QUEENSTOWN, May 8.—The big town hall here has been turned into a temporary morgue. Lines of coffins bearing the bodies of victims of the Lusitania tragedy are being placed in the main room.

It is announced that all will be taken there for identification and that as fast as the names are ascertained they will be made public.

It is now proposed that the funerals of the victims be held on Sunday.

That at least one of the Lusitania's boats loaded with women and children capsized after it had been launched, was stated here today by Bertrand Jenkins, of New York. He said that he had helped two women into the boat, one of them being Miss Bramwell, an opera singer of New York. The boat turned over after striking the water and only a few of those on board were rescued by another boat.

Mrs. M. M. Pappadopulo, of Athens, Greece, faced death in the sea for more than an hour. An expert swimmer, she was totally exhausted when landed here. On the rescue tug she had been given a sailor's sweater and trousers to replace her wet clothing. Her husband, whom she tried vainly to save, probably was lost.

"I was ordering coffee in the saloon," she said, "when the ship was almost broken in two by the force of an explosion. I put on a life belt and so did my husband. I tried to help him after we got into the water. He was no swimmer, however, and I fear that he was lost. Only the thought of my babies in Athens buoyed me up until finally I was picked up by a fishing boat."

Mrs. Pappadopulo will live, the doctors say.

D. A. Thomas, the Welsh colliery owner who was among the saved, told a succinct story of his experiences. He said:

"We were at luncheon when suddenly the vessel was stopped and shook from stem to stern with the force of an explosion well forward that seemed to throw her on her beam ends.

"We had not believed it possible that an attack would be made upon us, but there was not a passenger who did not realize that the unexpected had happened. The explosion was followed by another equally forcible and the big steamer shuddered and almost immediately began to list to port.

"Officers and men rushed for their stations almost without orders and the work of clearing the boats was begun. There was little panic so far as I could see, everyone being too dazed to realize just what actually was happening.

"For a few minutes we believed that the stories of the big liner would prove true and that she would stay afloat, but the constantly increasing list showed that this hope was vain.

"Many of the passengers ran here and there about the decks, although Captain Turner and his officers tried their best to pacify them.

"Many of the women, however, were hysterical and some of them, with infants in their arms, caught at the fastenings of the boats and hampered the launching. Altogether ten boats were finally swung off. Lady MacWorth was picked up unconscious after she had been in the water for three hours. We had no warning and the big steamer sank within twelve or fifteen minutes after we were first hit.

"It was a dastardly outrage, deserving the condemnation of the entire civilized world. It was a beautiful sunny day. The sea was smooth and to that is due the fact that anyone was saved."

CAPTAIN STUCK TO SHIP'S BRIDGE UNTIL LAST.

"I doubt very much whether any of the port side boats were launched. They were in such position that they could not be swung overboard. The steamer was headed for the shore the moment that the explosion took place.

Captain Turner stuck to the bridge to the last, and was picked out of the water three hours after the Lusitania foundered."

Ernest Cooper, a newspaper man from Toronto, who was among the rescued, said:

"I am afraid that many of the boats could not be cut away in time. The vessel sank very fast, and carried many people down with her.

"There naturally was some confusion, but I saw no real panic. There was a large number of women and about forty children in the second cabin who were under one year old."

Wrapped in a blanket and without clothing, Julian Avala, the Cuban consul at Liverpool, was most cheerful, although he was suffering from a great rash in his leg, from which the blood streamed.

"I boarded three boats before I finally got off in safety," he said. "The only reason that I was saved was that I remained quiet and trusted in the Lord. I prayed that I might be spared for the sake of my three children who are in the convent in Liverpool. I believe that there were many on board who made no effort to get into the boats, believing that the steamer could not sink."

Taken To Morgue.

The steamer Heron and two trawlers

were assigned to gather up the dead. They returned to Queenstown at 6 o'clock this morning with more than 100 bodies, of whom the majority were women. All are being taken to the temporary morgue in the town hall as fast as recovered.

The scenes here on the quay as the survivors arrived were pitiful in the extreme. Women, wet and bedraggled, their faces lined with terror from the experience that they had been through, were clinging to men many of whom were only shirts and trousers. Many still had their life-belts encircling their bodies. Nearly all were without shoes. Little children clung to their parents and cried bitterly. Two little tots helped ashore an elderly lady who had been a long time in the water and who collapsed on the pier.

His Boat Overturned.

Charles C. Hardwick, of New York, said: "I entered Boat 17 under orders, but it was overturned soon after striking the water. I then swam to Boat 19, which had in it eighteen women, fifteen children, and thirty men. Afterward this boat picked up four other men and one woman and finally was towed safely to shore."

Rescued sailors say that Captain Turner and the officers did everything possible to keep the passengers quiet, but that the women rushed from boat to boat and interfered with their being launched. Many of the ten boats were launched were nearly filled when they struck the water.

More than 100 passengers attached life belts to their bodies and jumped into

the water before the Lusitania disappeared. A great many of these were rescued by the Lusitania's own lifeboats.

Although reports were in circulation that Alfred Vanderbilt, the American millionaire, had been saved, a search for him has failed to locate the slightest trace, and his friends here have about given up hope that he was rescued.

Mrs. L. B. Lines searched vainly for her husband all night after landing. Today she found him dead in a hotel, he having perished from exposure.

James Young, a fireman, who was in the battle off the Falkland Islands when Admiral von Spee's squadron was destroyed, was rescued, but his spine was injured by the explosion, and he is not expected to recover.

The first story of the tragedy to reach Queenstown was brought by the survivors who were landed at Queenstown at midnight. There were 150 of them, and the chief steward, in charge, said:

"The passengers were at lunch when the liner was torpedoed. From the heat that I could find out four torpedoes were launched, and two struck and exploded. One of these demolished the engine room. The vessel already had begun to list when Captain Turner ordered the boats manned and out.

"The list was so bad that only about ten boats were gotten safely into the water. Roughly speaking, they carried about 50."

"The boats tried to keep together as they proceeded toward the land. Many of those that we had on board were suffering from shock, and most of the women had to be sent to hospitals. We did not see the submarine after the vessel was struck."

2,049 IN ALL ON BOARD, 1,199 PASSENGERS

There were 2,104 persons on board the Lusitania, divided as follows:

First cabin	286
Second cabin	625
Third class	288
Total number of passengers	1,199
Total number in crew	850

The Lusitania carried in the way of life saving apparatus—

Lifeboats, capacity 51 to 69 persons each	22
Lifeboats, Chambers collapsible, capacity 49 persons each	20
Life rafts, McLean-Chambers, capacity 54 persons each	12
Life rafts, Henderson, capacity 43 persons each	2

Total capacity of lifeboats and life rafts estimated by officials of line at 2,605 persons.

Boat figures give minimum capacity 2,836 persons.

In addition there was, of course, a life preserver for each person. The last regular Government inspection of the Lusitania, made by men from the department of Capt. Henry M. Seeley, inspector of steam vessels, was carried out on March 31. The official report showed that on that date the big liner had thirty-four regular lifeboats and twelve collapsible ones, with a total carrying capacity of the forty-six for 2,598 persons.

Americans Doubly Warned Says Herman Ridder

NEW YORK, May 8.—Herman Ridder's signed editorial in this morning's Staats-Zeitung reads as follows:

VALE LUSITANIA! A great trans-Atlantic liner has fallen victim to a German submarine. Several hundred Americans disregarded the declaration of the German admiralty of February 4, 1915, regarding "The waters around Great Britain and Ireland, including the whole of the English Channel," a war zone, and declaring that "every enemy merchant ship found in this war zone" would be destroyed. They, furthermore, disregarded the particular warning of the German embassy in Washington, as embodied in the advertisement published April 22, 1915.

Whoever sails the seas in these war times, taking passage under the British flag, assumes the risk attaching thereto. There can be no responsibility of the Government of the United States to protect British shipping in British waters. There is one way to safeguard American life, and that is by staying at home. Travel at sea is decidedly

dangerous at the present time in the neighborhood of the English Channel.

"German Savagery."

The submarine peril has been characterized in this country variously as a "blitz," a "bunder," and as further evidence of "German savagery." The sinking of the Lusitania will change the temper of this thought both in England and in the United States.

When February 7 came and went and the German submarine failed to develop the tremendous spectacle which, if at all, England expected would be staged for it on that date, what little fear there may have been in English hearts gradually dimmed away. The first lord of the admiralty, in his blustering chauvinism, assured the world that the British Islands were never more safe and the British navy never better able to protect British shipping. At first the American flag served the useful purpose of persuading American passengers that no harm could come to them. Later British skippers felt so safe under the verbal wings of Mr. Churchill that they ceased to fly the Stars and Stripes when crossing the war zone.

But submarine peril was forgotten, along with Zeppelin raids and other "war scares." British owners became careless. A few days ago the British government gave out a resume of the losses sustained in the last three months. The British public was encouraged at the figures. The government had been able to see further than the tip of its nose. It would have cautioned against optimistic generalities. They have now paid the first installment of the penalty. How terribly sad that a part of this penalty should have been borne by the American people. There will be other great liners torpedoed. The German submarine is a real peril.

Took Own Life.

We might as well face the facts. The American who takes his life in his hands.

The sinking of the Lusitania and the atmosphere in many respects. It will teach the British government that Germany is not bluffing but is in dead earnest—a lesson it should have learned months ago, but which even yesterday it seemed not to have grasped in the slightest degree. Whether or not the Austro-German offensive from Belgium to Labau and from Calais to Gorlice is anything more than an "attempt to impress neutrals" and the reports from Berlin and Vienna nothing more substantial than "bluff" remains to be seen. The loss of the Lusitania affords, as well, a chance to answer the question which Englishmen asked when the war zone was declared. The American people are not going to protect British shipping from German submarines. That is a responsibility which rests not upon Washington, but London.

The Lusitania was not an American vessel and, on this trip, was not flying the American flag. She was owned and operated by British interests and was sailing under the British ensign and should have had British protection. Great Britain is unfortunately for the moment at war with Germany and must grin and bear the losses which war may bring her. That American people should have to bear a part of this loss is due more to British carelessness than to any fault of the Lusitania.

We shall undoubtedly hear much during the next few days, of the Falaba, William P. Frye, and Guilford. Every American citizen should be made aware of the situation of the Lusitania. It is necessary to say that there is no connection between the cases of any two of these vessels.

The Lusitania has long advertised that it had never lost a passenger. Before long we would have had the disastrous situation of the sinking of a trans-Atlantic liner anyhow with a great attendant loss of life. We had to prepare ourselves for the contingency, because it inevitably had to arise. So long as the German submarines confine their attention to cargo boats and trawlers, passenger lines and passengers had little reason to worry. The fact, which now seems patent beyond the possibility of a doubt, that their attention is turning to larger game alters this condition essentially. Americans are doubly warned.

To Visit Sister.

Dr. Fisher was a member of the American Red Cross unit bound for Liverpool, and Miss Connor, his wife's sister, was bound for Liverpool for a visit to another sister, Mrs. Julia Harold Reckitt.

Mr. Gauntlett went abroad as a representative of the Newport News Ship Building and Dry Dock Company. With him, on an errand said to be of a confidential nature, was A. L. Hopkins, president of the company, who joined him in New York.

Mr. Gauntlett had offices here in the Home Life building. He was the representative of the Greek government at the time of the sale, a year ago, of two battleships of the United States navy to Greece.

The transaction with Greece carried with it the delivery of a check for more than \$2,000,000 in payment for the ships. This check was delivered by Mr. Gauntlett. Mr. Gauntlett left Washington April 29 to embark upon his present mission.

Both Dr. Fisher and his sister-in-law were on their way abroad to join Edward J. Ricketts, a well-known Englishman, to organize the hospital unit which was to be a gift to the British government. They were expected to be assigned to Belgium. Concern for Dr. Fisher's safety was felt throughout official and medical circles in Washington.

A former Washingtonian mentioned as being on board is C. Frank Williamson, who has been in Paris where he deals in antiques. He came to Washington last fall with Alfred W. Vanderbilt and took a cruise with the latter on the Vanderbilt yacht in South America. He is about forty years old.

TWENTY-NINTH SHIP TO SINK THIS WEEK

With the sinking of the Lusitania, the toll taken by the Germans in the "war zone" established about the British Isles during the first week of May alone involves twenty-nine vessels. Most of these ships were torpedoed by German submarines, although in some cases it has not been established how the damage was inflicted.

Of the destroyed vessels sixteen were British trawlers. There were four British and one French merchantmen in the list. The others were vessels of neutral nations.

Administration Pleads For Calmness in U. S.

President Wilson Probably Will Issue Official Statement to American People Explaining Policy of Government Toward Germany.

President Wilson and his advisers are bending every effort to keep down popular clamor in the United States as a result of the attack on the Lusitania.

Staggered by the magnitude of disaster, yet realizing that those at the helm of the Government must keep their heads fixed with Germany is to be avoided, the President has cautioned members of his Cabinet and other officials to refrain absolutely from anything approaching official comment.

As soon as complete details of the disaster are in hand, it is probable the President will issue an official statement of some kind to the American people, explaining fully the position of this Government. In the meantime, it was stated unofficially that the President is determined not to allow himself to be swept off his feet.

CABINET MEMBERS REMAIN IN CITY.

Although it was denied specifically that the Chief Executive has planned a special meeting of the Cabinet some time today to consider the situation, or is contemplating calling an extra session of Congress, it was regarded as significant that all Cabinet members who had out-of-town engagements for the week-end have cancelled them.

Secretary of War Garrison, who was scheduled to leave today for Alabama and Tennessee to examine some river improvement projects, wired the local officials in these two States that he would have to postpone his trip indefinitely. He would make no comment, further than to say:

"At a time like this, I think I should remain in Washington."

As if to set a personal example of calmness, the President went to the golf links this morning for his usual Saturday game of golf. Upon his return he kept a routine engagement with Chief Justice J. H. McHugh, of the District Supreme Court bench, formerly a member of Congress from Maryland.

Senator William J. Stoen of Missouri, chairman of the Senate Committee on Foreign Relations, issued a statement declaring that, horrible as the Lusitania attack is from the standpoint of the tremendous loss of life, it was by no means as serious, from the standpoint of a violation of American rights, as the attack last week on the American steamer Gulfight and the killing of three American citizens.

OFFICIAL DISPATCHES MEAGER.

Official dispatches to the State Department from the scene of the disaster were meager. Ambassador Walter H. Page, at London, cabled that he had instructed the American consul at Queenstown to do everything possible for the American survivors and to obtain as quickly as possible a complete list of the dead and injured.

In the meantime, the press dispatches constantly piled up horror in detailing the disaster. All these dispatches were supplied to the White House and were awaiting the President on his return from the links. As he drove back to the White House in his automobile the streets of Washington were ringing with the cries of newsmen selling the Times and shouting out the terrible toll of 1,500 dead.

After a wakeful night, President Wilson was out of his bed early this morning, inquiring of the State Department as to its latest news concerning the disaster. He was told that practically nothing had been received since the dispatch containing the names of the American survivors.

At 8:30 o'clock, in compliance with the urgent suggestions of his physician, Dr. Cary T. Grayson, U. S. N., the President, accompanied by the latter, went to the golf links.

He returned at 11:45 o'clock. While out at the Columbia Country Club, where he played this morning, he took part in a golf raising. At the request of the club directors, only two or three of whom were present, the President personally pulled the hayracks raising the Stars and Stripes. He made no remarks.

Demand Vigorous Policy.

Secretary Tumulty arrived at the White House about 9 o'clock with an armful of newspapers, many of which contained strong editorials, condemning the torpedoing of the Lusitania as a dastardly and inexcusable act of murder against helpless men, women, and children, and demanding of the Administration a more vigorous policy against Germany.

Administration officials admitted this morning that public opinion in this country was the greatest factor with which the Government will have to deal in its efforts to avoid war. For that reason, and as though by direction, all advisers of the President were urging calmness—and this in face of the fact that every newspaper dispatch from the disaster added to the horrors of the disaster.

This desire to set an example of calmness was suggested as one of the reasons why the President consented to go to the links for his customary game of golf.

For the same reason, it was stated that the President had no idea of calling a special meeting of the Cabinet to consider the matter. Also, it was declared that President Wilson, in his note to Berlin bearing on the subject of submarine warfare, declared a purpose to hold Germany to "strict accountability." Much unofficial comment is now heard that the time has come for an interpretation of these words.

The fact that Germany has annexed Belgium is looked on as a most interesting circumstance at this particular time. It was the alleged treatment of Belgian non-combatants that had much to do in the beginning of the war with turning a large share of public opinion toward the allies.

The big hope among officials here is that American public opinion making all allowances for the unprecedented horror of the attack, will consider well the fact that the 350 Americans on board the vessel sailed from New York in spite of the plainest possible warning of their danger and of the fact that the British merchantman was carrying war supplies.

Said a prominent official close to the Administration today: "The Administration will do nothing hastily. Twenty-five years from now, history would not justify the United States if it went to war with Germany."

It is evident that the President and his close advisers fear a storm of public sentiment which may sweep the Executive and the legislative branches of the government from their moorings. "Wait for the facts" is the word given out at the Executive mansion.

Secretary of State Bryan refused to enter into any discussion. "I think all that need be said," he replied, "is that we are informing ourselves as rapidly as possible of the facts and doing what we can for the injured."

Secretary Bryan announced that he has sent instructions by cable this morning to Ambassador Page, instructing him to make full inquiry into the facts, and a similar one to the consul at Queenstown, Mr. Laureat.

Mr. Bryan said it was not known officially that the sinking was by German torpedoes. In this respect, the procedure followed will be closely like that in the Gulfight case.

There is a possibility of a studied effort to suppress public excitement and agitation. But this effort cannot be any means conceal the feeling of shock, dismay, and apprehension.

Secretary Bryan and Secretary of Commerce Redfield were to have gone down the Potomac to attend a shad-bake at Bryan's Point today. They cancelled the engagement.

Against Extra Session. It became plain as the day went on that the Administration has set out to quiet public opinion and let the incident be settled diplomatically in a way to avoid a breach with Berlin.

Talk of a possible extra session of Congress is discouraged. This is not encouraged by the Administration lest Congress would insist on drastic action. It is expected that a vigorous note will be addressed to Germany. There is the ever present question as to whether Germany really wants to drag the United States into the war. One prominent Senator expressed the belief she did in order to compel this country to keep its munitions of war at home.

International Outlaw.

Within the hours following the disaster it has been many times repeated that President Wilson, in his note to Berlin bearing on the subject of submarine warfare, declared a purpose to hold Germany to "strict accountability." Much unofficial comment is now heard that the time has come for an interpretation of these words.